ARREST OF AN ESCAPED HOMICIDE.-Last night Capt. Dowling of the Six a Precinct arrested in a low greery stere in Mulberry street Diedrick Dammann, charged with causing the death of Richard Guerkin by beating him over the head with a club, as will be seen by an account in another column. Diedrick fled immediately after perpetrating the orime, and during yes-serday evaded the vigilance of the First Precinct Police, who hunted the city in hopes of fluding him. Capt. Dowling conveyed the homicide to the Sixth Precinct Station-House, and then telegraphed to Capt. Silvey of the First, who soon after arrived and took charge of

REPORTS TO OBTAIN A PARDON FOR STEVENS. George Sensott, esq., of Boston, was in the city yes terday, en route for Washington and Richmond. The object of his visit is to make efforts to secure a pardon for Agron D. Stevens. He goes with letters of introduction to Gov. Letcher, and he hopes to obtain a par-

BROOKLYN ITEMS.

THE NOSTIAND AVENUE CATASTROPES.—The Jury in the case of the boiler explosion in Nestrand avenue some weeks since, are to reassemble to-day and determine upon a formal wordict. It was supposed that additional light would be thrown upon the immediate cause of the explosion by the testimony of John Galhigher he firemen, who was ecriously injured. He has new so far recovered as to be cole to make a statement, but it is understood that he knows no more than has Siready been sworn to. The verdict will, therefore, be based pon the evidence heretofore given.

TRESENTATION OF A MESSIONARY BELL.-LAST evoning a large congregation assembled in the Ke-Se med Datch Church, corner of Fourth and South Second etreets, E. D., for the purpose of witnessing the presentation of a church-bell to the Rev. Dr. adder for his church at Vallore, in India, by the children ettending the Sabbath-School connected with the church. The Rev. Dr. Porter conducted the exercises. In a brief address he introduced M . Ferris, who sedressed the Rev. Dr. Scudder at some length, and is concluding presented him with a handsome bell for his church which he rang, that the people might imagice the influence which it might have upon the Hindeos. The Rev. Dr. Scudder responded in a happy address to the children, interspersed with glowing narratives relative to the missionary work in Inpeal for funds to aid in building a monument to the father of Dr. Scudder, to be placed in the church-yard at Vallere. A collection was taken up and the congregation was dismissed.

MRS. BEECHER'S HEALTH.

To the Editor of The N. Y. Tribune.

SIR: I am requested by the friends of Mrs. Beecher

to state the facts as to her present condition, for the benefit of numerous friends throughout the country.

M's. Beecheer has been suffering most severely for the last two resks with neuralgic pains through her whole body, attended weeks with neurage pairs through her whole only attended with a low nervous fever, sleeping not over a minor or two at a time. The last three days abe has made rapid improvement, ne fever, pairs much less, and sleeping for two hours at a time. Her slight is not restored, but I think it is merely a functional derangement, and I feel confident that she will, in a few weeks, he restored to her former health and strength.

Brooklys, Feb. 20, 1860. GEO. F. ADAMS, M. D.

Berious Fluid Accident .- Mrs. Sophia Lauten besimer, residing at No. 96 Front street, was severely injure of Toesday evening by the explosion of a fluid lump which she wangaged in filling. Her burns are of such a character that a fair result is feared. She like at the Hospital.

CIVILIZATION IN THE MIDDLE AGES. LECTURE BY THE REV. DR. SPALDING. A large audience gathered in the Cooper Institute last evening to listen to a lecture delivered by the Rev. Dr. Spalding, Bishop of Louisville, before the Catholic Library Association of this city. A number of church dignitaries and pastors were on the platform, church dignitaries and pastors were on the platform, among whom were the Very Rev. Father Starr, Vicar-General of this diocese, and Archdeacon McCarron. The lecturer announced for his subject: "European Civil" isation prior to the Reformation." Civilization, he said, was made up of three elements, viz: Redinement and gentleness of character; cultivation of literature and the arts; civil liberty, at least to the extent of exemption from absolute despotism. Floating down, as we were, on the broad river of modern enlightenment, it was well to look back upon the sources and little rivulets from whence it drew its waters. This he proposed to do. The world had seen but two kinds of civilization—Pagan and Christian. The old Roman splendor was an iron and cruel one. It crushed down those nations extraneous to it. Christian civilization, on the contrary, was cruel one. It crushed down those nations extraneous to it. Christian civilization, on the contrary, was pure, gentle, and ennobling, to all the world. All medern progress could be traced to the Christian religion, and the life of this religion lay in the Catholic me to the Languigon between the enorch. He now came to the transit Pagan and Chistian spleadors—to the changes of the Bark Ages. The successive inroads and devastations of the Huns, Goths, and other savage Northern tribes, were rapidly alluded to, and a vivid picture drawn of the fall of the Roman Empire, and the apparent extinction of letters and the ares. But we silk know how the fall of the Roman Empire, and the apparent extinction of letters and the arts. But we sail know how
there was then still surviving an institution stronger
than the empire—one which kept alive the torch of
progress, viz: the Christian Church. She even gained
the love and homage of the barbarians and conquered
the conquerors of Rome. She sent her missionaries
everywhere, overcoming the nations, that glided, oneby one, into her ever-winding folds. Her first missionary, St. Patrick, converted Iteland—for three centuries
the nurse of religion and the arts, one of the most illumined nations the world ever saw, [loud applause]. Then she extended her skirts over England, Scotland, and France, and the Christian cross penetrated where the Roman eagle never stood. Guizot said distinctly that the Charch zaved Europe from barbarism, and Guizot was a Calivnist, so far as he had any religion at all. She had done this by different agencies; her ecclesiastical councils, in Toledo and elsewhere, laid the basis of all European legislation; she suppressed violence by modifying or overcoming the fendal system. Russia was the only country where her influence did not extend, and that empire was made up of slaves even at the present day. He closed this portion of this lecture with an allusion to the two ereat religious orders of medieval days. He closed this portion of this lecture with an allusion to the two great religious orders of medieval days—the Templars and Hospitallers. We were now civilized downward. We could dig down into gold mines. Botin that age they were civilized upward—they looked to Heaven for light. Then, too, the noblest monuments of enlightenment flourished—the greatest hospitals the world has ever known. Even in their ruins they rebuked the assertion that the so-called Dark Ages were uncivilized. Fassing to the eccond portion of his lecture, he said that the Church saw the peocesity of spreading and perpendating literature. If portion of his lecture, he said that the Church saw the beceesity of spreading and perpetuating literature. If we have now preserved to us the works of Homer, Virgil, Cicero, &c., it was owing to the labors of the scholastic monks. Edmund Burke had said that modern advance was due to three features of Church usage: First, the monastic institution; second, the preservation of the Latin language: third, votive pilgrimages. He would also venture the assertion that, if we took the three centuries prior and the three subsequent to the Reformation, it would be found that more great inventions and works of art had been achieved during the former than the latter period. Paper, clocks, watches, musical noies, organs, rhythmical poetry, and those three inventions, which had a greater influence in premoting civilization than any other—guaand those three inventions, which had a greater influence in promoting civilization than any other—guapowder, the mariners compass, and the art of printing—all these originated in the dark ages. The time
of Leo N. was churacterized as the second Augustan
age. Then Erasmas and the school of the Humanitarianc sprang up, and all Garmany was in an intellectual blaze. But controversy arose, and confusion
and wrangling took the place of pure literature and
elevated art. The sixteenth century witnessed the
Augustan age of Spain, which singdom had never
been touched by the blight of the Reformation—the
age of Cervanies and Lope de Vega. Garmany. been loached by the bight of the Reformation—the gage of Cervantes and Lope de Vega. Germany, which took capilve Greenan literature in the fitteenth century, was herself taken captive by Martin Luther, and did not rise from the degradation to which Brass, usuald the Reformer consigned her, until the middle of the eighteenth century. Talk of the light shad by

Dr. Spalding is a man of courtly and scholasti : sppearance, perhaps fifty years of age -a thorough master of language, and very eloquent in delivery. He theory was evidently in sympathy with the views of his audience, and elicited the warmest applause throughout.

NEW-YORK LEGISLATURE.

SENATE ... ALBANY, Feb. 28, 1860. Mr. FIERO gave notice of a bill relative to the rate of freight on milk on the Evie roa'i. This bill will apply the pre-rata principle to the 'ranspetation of milk over the road.

To incorporate the New York Whencum Activity

tion.

The bill relative to unranimed deposits in Sevings Banks was discussed in Committee of the Whele during the entire evening. Progress was reported.

Mr. SPINOLA intraduced a bill to amend the act relative to assessments for location provements in the City of Brooklyn.

YVENING SESSION. The Senate met. this evening, but no business was transacted except the consideration of bille in Committee of the Whole.

ASSEMBLY.

An attempt to make the Albany and Susquehanna Railroad bit the special order for Thursday fatted. The consideration of the Pro-Rata bill was resumed in Committee of the Whole House.

in Committee of the Whole House.

EVENING SESSION.

The debate on the Pro-Rata bill continued during the entire session, Messrs. SAVAGE, DECKER, and PALMER, who had not before spoken, taking part against the bill, in addition to Messrs. COOPER, MERRITT, MILLIKEN, and others, who spoke again in opposition. Mr FLAGLER, the SPEAKER, Mr. ELLSWORTH, Mr. O. ALLEN, and others, emported the bill.

Mr. ELLSWORFH, Mr. O. ALLEN, and others, supported the bill.

A motion to strike out the enacting clause was lost by a vote of 34 to 58.

On motion of Mr. BARNETT, the bill was then amended so as to extend the sliding scale by making freight carried on distances less than two hundred milespay ten per cent, and under five hundred miles five per cent over through rates.

The Committee then rose and ordered the bill to a third reading.

third reading.
In the House, Mr. MERRITT renewed his motion

to exempt the Potedam, Watertown and Northern Railroads from the operation of the law; but the motion was ost by 38 to 65.

Mr. MILLER then moved the previous question,

and the report of the Committee, ordering the bill to a third reading, was adopted by a vote of 66 to 39.

Abrent, 23.

The vote was cast as follows:
YEAS: Messrs. B. Allen, O. Allen, Barnett, Berden, Beebe,
Bingham, Bixby, Bush, Carter, D. Clark, P. Clark, Coleman,
Cook, Couchman, Crane, Grocker, Culver, Ellsworth, Emerick,
Evans, Fisher, Fisler, Fuller, Gray, Hall, Holoomb, Heakins,
Hough, Jakway, Jefferds, Jennings, Jewell, Jewett, Jones, R.
S. Keisy, Law, McFadden, McQuade, Merselis, Miller, Milington, Morgan, Moulton, Austin Myers A. A. Myers, Newell,
Perry, Plumb, Pond, Regan, Rider, St. John, Savage, Searles,
Servis, H. Smith, J. M. Smith, W. M. Smith, the Speaker, Stilson, Taggart, Tucker, Van Alstine, Van Horn, Wiley, and Wiliama. NAYS-Mesers. Burns, Butler, Cadwell, Callicot, Chittenden

NAYS—Mesers, Burns, Buller, Cadwell, Calinot, Chittenden, J. Clark, Coles, Conking, Cooper, Comley, Darcy, Dickinson, Dwight, Earll, Garrettson, Gibbe, Gover, Hubbell, Kennedy, Kortright, McArthur, McVean, Masterson, Merritt, Miliken, Odell, Psimer, Payne, Peck, Pctiti, Richardson, A. Smith, Taber, Varian, Voorhees, Walsh, Webster, Woodruff, and Voory

Yeury.
AbSENT-Mesers. Arcalarius, Bowman, Briggs, Coillins, Cornelius, Decker, Dorsch, Downs, Finch, Fuller, Harris, Jaques,
Johnson, C. Keley, Mather, Maxson, O'Rourke, Peltou, Powell,
Robinson, Silugerland, Vermilye, and Whipple.

ALBANY, Tuesday, Feb. 28, 1860. PRO RATA.

The debate on the general merits of the pro-rata bill. which was commenced last evening by Messrs. Robin-

The debate on the general merits of the pro-rata bill, which was commenced last evening by Messrs. Robinson, Flager, and Milliken, was continued to-day by Messrs. Van Horn, Bingham and Ellsworth for the bid, and Messrs. Cooper and Garretson against it. The speeches of Messrs. Robinson, Flagler, Milliken, Van Horn and Bingham were of marked ability. The other two I did not hear. Among the speeches previously delivered in favor of the bill was a very strong one by Mr. Millington of Herkimer—a speech so well put and so strongly fortified by facts and figures as to command an elaborate review and criticism in the columns of The Atlas and Argus.

The pro-rata debate is to be continued at an afternoon and evening session to-day, when Mr. Littlejohn and others will take the floor. The friends of the bill have been counting noses to-day and feel confident of success, and it is not improbable that the evening session will continue till the bill shall be ordered to a third reading, as it has already been declared that the final vote shall be taken to-morow.

We give a synopais of the provisions of the bill as ordered to a third reading:

Sucrion I. Each Railroad Corporation carrying freight shall make upa complete classification, from highest to lowest, as it shall rate upa complete classification. The classification is also to contain a full specification of the rates and prices charged for each article or class of atticles, which shall be specified as a sum extain per tun per mile, the rate or price to apply as well to a leaser of fractional part of a tun. In cases of articles usually transported by car load, harrel, package, or other known quantity, and not by the tun, then the specifications are to be made up in accordance, specifying the rate per mile. Every Corporation shall receive and transport property from one of its station to another, at the same rate per tun per mile a total mentioned in the said classification. And except as follows, no admined the per cent; more than 30 and not exceeding 50 miles, 75 per c whole charge per tun on through freight. Articles not mentioned in the classification as required shall be transported at the
lowest rate per tun per mile as specified. No article shall be
charged more than triple the rate imposed upon the lowest
price named in the classification. Ores, mineral coal, fresh
neats and fresh fish, transported between May and November
inclusive, milk, garden vegetables and fruit, are excepted from the
pravisions of the not. Every lot or quantity of property, though
consisting of various items, articles, tuns, bales, &c., for one
owner, shall be considered one lot and quantity, for the purpose
of ascertaining the rates and aggregate price. Fractional parts of
a mile, when carried more than one mile, shall be considered a
whole mile; but not less than 25 cents shall be clarged in the
aggregate to transport any article. No station or terminus shall
be given a preference in the use of facilities. Printed or written
copies of the arrangement, classification, and specification of
prices for transportation, shall be publicly posted, and shall be
filed, duly authenticated, with the Auditor of the Department,
and shall be legal evidence in Court, which shall remain unchanged at lenst five days after such filing. And when changed
the alteration shall not be more than 30 per cent from the lowest
ent year.

Sec. 2. No company shall cermit any one to bandle or trans-

SEC. 2. No Company shall permit any one to handle or transport over its road at less prices than it would be emitted to by this act. Express Companies may charge a commission in addition to the toriffs for the time being established by this act. Sec. 2. No Company shall pay hack any moneys received for transporting, handling, &c., property.

SEC. 4. No Company shall enter a combination with any other Company to transport at a less price than they are entitled to if trassported only on their own road.

SEC. 5 makes a violation of the act a misdemeanor punishable by a fine of not less than \$250, nor more than \$1,600, or imprisonment as new provided by law, or both.

SEC. 6 makes the act apply to all Companies except the Long Island Railroad.

SEC. 3 repeals it consists at acts.

The Governor sent in a special Message to the Legislature to-day, urging that measures be taken to increase the revenue by raising the tolls on the canals, and reestablishing tolls on freight over such railroads as compete with the canals. I send you the Message, which will recover pages. which will repay perusal.

MESSAGE FROM THE GOVERNOR.

The following Message was received from the Gov-

STATE OF NEW-YORK, ERRCUTIVE DEPARTMENT, ALBANY, Feb. 27, 1969.

To the Senate and Assembly:

I deem it my duty again to call the attention of the Legislature to the imperative necessity which exists for increasing the avenue to be derived from our public works. I do this at this time because one half of the crdinary session of the Legislature has passed without any decisive steps having been taken in that direction, and because there seems not to be a full appreciation of the duty imposed by the Constitution to the financial policy which existed at the return to the financial policy which existed at the adoption of that instrument. In my recent annual

retain to the financial policy which existed at the adoption of that instrument. In my recent annual Message I said:

Frior to the year 1844, there were great differences in the position of the railroads with reference to the transportation of meritandire. While some of them were allowed to carry it during the entire year without limitation, others were permitted to do so only when the canals were closed and on payment of tolls, while one, at least, was absolutely forbidden to carry freight at sill. In 1844, however, an approach to amore uniform system was made by giving to all roads that did not previously possess it the right to transport freight during the suspension of canal navigation, and by requiring all the railroads along the line of the Eric and Oswego Canals to pay the same rates per mile of the Eric and Oswego Canals to pay the same rates per mile on freight transported over them as it would have paid if carried on the canals. In 1854 all railroads along the central line wore permitted to carry freight the entire year, and required to pay soils. In 1856 the same provisions were, by the general railroad act, made applicable to all railroads under the expectation that the revenues from the enlarged canals would prove adequate to the payment of the Interest upon the canal debt.

Buting the time that tolls were the possess upon the railroads the strong the time that tolls were the sheadly increased from \$10,404 4t, in 1867, to 160,287 20. In 1851. On the through freights carried the whole length of the line of the Central railroad of all the line of the Central railroads of the St. the tolls, at the two mill rates, would have been \$10,506 17, and in 1858, \$449,496 22. On the through freights, decreased from \$3,70,990 31, the anount in 1851, the tolls at the same rate would have been about \$350,000.

Since 1861, the colds are been cansed by the diversion from the canals to the railroads of a large portion of those classes of freight which from the payment in the latter class the large and of the large ar

of the eighteenth contary. Lake of the light shed by the Reformation; this was a sample of its nature! The twied division of the lecture, with the condition of civil fiberty, was next explosed, and the lecturer claimed that, prior to the Reformation, liberty received its strongest impulse from the Conseders and the Popus, and to this we owed the freedom at present enjoyed throughout Christendom. Its progress torough the centuries was traced at some length.

If, therefore, the constantly increasing amount of freight carried over the ralicoals has occasioned a corresponding diminution of our canal revenues and the reserves on the canal debt formerly poid from these revenues has now to be drawn by direct texation from time people, is were not an imperative necessity for projective legislation? I cannot doubt either the windom or the justice of reimpositue, for a few years, a moderate toil per tun, during the season of unvigation, upon all freight passing over railroads competies with the canals, or of requiring these roads to pay an aggressic equivalent in money, anounly, into the Treastry. When the canals shall have been completed, the railroads should be reduced from a burden temporarily imposed, so that commerce may have the advantage of the quickest and cheapest means of transit for merchandise and produce to and from the vast and beautiful West.

The argument in favor of the reimposition of tolls upon the railroads might have been extended by initiating a comparison between the traffic of the rail ways ard that of the canals since 1851. While the tolls received from the canals since 1851. While the tolls received from the canals show been, as I have shown,

and that of the canals since 1831. While the following ceived from the canals have been, as I have shown, steadily diminishing, the tunnage and revenues of the railreads derived from freight have largely increased. In 1853 the number of true of freight carried over the Central and Eric Railreads was 991,000; in 1857 it was Central and Erie Railroads was 991,000; in 1857 it was 1,816,000; in 1858, notwithstanding the general depression of business, 1,582,000; and in 1859, 700,000. If we take the Central Railroad alone, as the one which comes more directly in competition with the canals, the result is the same. In 1853 the tunnage was 360,000 tuns, and in 1859, 1,834,000 tuns. The receipts of this road from freight were, \$1,835,000 in 1853; \$4,559,000 in 1857; and \$3,337,000 in 1859. In short, while the tolls from the canals have decreased

1853; \$4,559,000 in 1857; and \$3,337,000 in 1859. In short, while the tolls from the canals have decreased from \$3,700,000 in 1851 to \$1,800,000 in 1859, the receipts of the Central Railroad have increased from \$1,800,000 in 1853, to \$3,300,000 in 1859.

That the reimposition of tolls upon railroads would not be onerous to any one of them is shown by the fact that those most conversant with the subject are of the cepinion that the amount the roads would be required to pay into the Treasury would be about half a million of dellars; though the amount which such a measure would indirectly produce would be very much larger.

larger. I am aware that it is sometimes urged that any toll I am aware that it is sometimes urged that any toll upon the railreads would drive business from this State to the competing roads of other States without benefitting the Treasury. But the single fact that, as soon as canal navigation ceases the rate of transportation is largely advanced, though the facilities of the rival roads for competing are at the same time largely increased in every respect, affords abundant evidence that no such result need be apprehended.

I have referred to this subject hitherto, as I did in my Annual Message as a matter of financial policy.

I have referred to this subject hitherto, as I did in my Annual Message, as a matter of financial policy required by the public interest. But I deem it necessary to remind the Legislature that it involves a constitutional obligation which must be met. Both the Constitution of 1846 and the amendment of 1854 pledged the revenues of the canals to the payment of the metres! and principal of the public debt, and the public creditor has, therefore, both a legal and a moral right to insist that the revenues thus solemnly guaranteed to secure the payment of his debt shall not be diverted or dissipated. If the Constitution forbids the Legislature to cispose of the canals, does not this provision also forbid them to divert them or destroy their revenues.

revenues.

It seems clear that the Legislature is, by the Consti tution, deprived of any authority to interfere with the canals in any way which shall rander them insufficient to meet the requirements of that instrument; and both to meet the requirements of that instrument; and both the Legislature and the Canal Board fail to perform their whole duty when they fail so to adjust the tolis as to produce the greatest amount of revenue. If the revenues exceed the amount called for by the constitutional piedge, we may so deal with the excess as to accommodate local or private interests, but not otherwise. In other words, the Canal policy of the State must be governed with reference to revenue mainly, till the sum demanded by the Constitution is secured, and if misled by too sanguine anticipations the Legislature in 1851 entered upon a course which has resulted in a serious diminution of that revenue, it is an imperative constitutional duty to retrace the step then taken, in a serious diminution of that revenue, it is an impera-tive constitutional duty to retrace the step then taken, and to provide a revenue adequate at least to meet the claims of the public creditor, to which, it must be ad-mitted, is the highest duty of a State.

The report of the Auditor of the Canal Department for the present year contains two tables, which show most conclusively that the law of 1851, relieving the

milronds from tolls was a serious error. One of them is an estimate, which was submitted to the Constituis an estimate, which was submitted to the Constitu-tional Convention in 1846, of the tolls and net revenue from the canals for ten years from that period. The other exhibits the actual tolls and actual net revenue other exhibits the actual toils and actual net revenue for the same ten years. These tables show that during every year, from 1846 to 1851, inclusive, the actual receipts and net revenue exceeded the estimated receipts and net revenue, while during every year, from 1852 to 1855, inclusive, both the actual receipts and net revenue were much below the estimates. This diminution, coincident in point of time with the removal of toils from the rairroads, though perhaps due in part to other influences, must be ascribed principally to the measure of 1851, a measure which I hazard nothing in saying could never have become a law if the Legislature had not fully believed that the enlargement of the canals insured the amount required by the Constitution.

The Constitution disposes of the revenues derived from the canals, annually, in the following manner:

First: To pay the expenses of the collection, superintendence,
and ordinary repairs.

Second: To pay the interest and provide a Sinking Fund to

nd ordinary repairs.

Second: To pay the interest and provide a Sinking Fund to pay the principal of the old Canal Debt., \$1,70,000.

Third: To pay the interest and provide a Sinking Fund to pay the principal of the futerest and provide a Sinking Fund to pay the principal of the General Fund Debt. \$300,000, until the old Canal Debt is provided for, and then, for the same purpose, \$1,500,000.

Fourth: To pay interest and provide a Sinking Fund to pay the new Canal Debt in eighteen years, which debt now amounts to \$12,000 000, and will require for interest, annually, \$710,000. Fifth: For the support of Government, \$200,000. Sinth: The remainder to be expended every year upon the anals until they are completed, and after that, as the Legislature are directly.

Estimating the expenses of collection, superintend-ence, and ordinary repairs at \$500,000, the Constitution then calls for \$3,500,000 of annual revenue from the then cans for \$5,000,000 or annual revenue from the cannils, and there is no reasonable doubt that by just legislation and a proper adjustment of canal tolls by the Canal Board a permanent revenue of nearly or quite that sum may be realized. If it is not, the people must continue to be taxed for the payment of interest.

Taxation is the only resort to provide means for the support of Government, for the Schools, the Charriles, one for interest and Sinking Fund contribution on the support of Government, for the Schools, the Charities, and for interest and Sinking Fund contribution on the lean authorized by the people in November 185. For these purposes fully two mills and one quarter of a mill on the dollar of the valuation of 1850 will be required. If the railroads are to be permitted still to destroy the ability of the casals to meet the constitutional contents when the property of the constitutional contents when the support of the constitutional contents are the constitutional contents.

destroy the ability of the capais to meet the constitu-tional requirements upon them, without an equivalent on their part, and tolls on the canals remain as they now are, and present and prospective deficiencies in revenue are to be provided for by direct taxation, there will then be a levy precessary for such purpose to be imposed at the present session of one mill and three-fourths more, and this is exclusive of any approthree-fourths more, and this is exclusive of any appro-priation to supply means for securing a uniform water-way of seven feet on the Eric and Osweyo Casal—a measure required by the public interests—and exclu-sive also of many other applications for aid from the

In 1854, the revenues were for the first time inade-In 1854, the revenues were for the first time inade-quate to meet all the requirements of the Constitution, the \$200,000 for the support of Government not having been paid that year. In 1856, the Canal revenues were insufficient to meet the interest on the new Canal debt of \$12,000,000: in 1857, they were only sufficient to pay a portion of the \$350,000 due to the General Fund Debt Sinking Fund, and in 1858 they for the first time failed to meet the first Constitutional requirement. Fund Debt Sinking Fund, and in 1858 they for the first time failed to meet the first Constitutional requirement of \$1,760,000 for the interest and principal of the Canaldebt, and have ever since continued inadequate for that purpose. The total deficiency to meet the Constitutional requirements will be, on the first of October next, about \$5,750,000, and it is increasing at the rate of about \$2,000,000 a year. Of the total deficiency, about \$1,750,000 is the amount diverted from the fand solemnly pledged by the Constitution for the payment of the public debt. Beside this large augregate, there is the further sum of \$3,000,000 which has been raised by taxation and expended upon the Canals, which the Constitution requires shall be eventually paid from their revenues.

their revenues.

We have now arrived at a point where the public crecitor has no positive security that the interest and principal of his debt will be paid as it becomes due. He knows that it will not be paid from the fund consecurated to it, for that has been rendered insufficient by legislation. It was the intention of the Constitution legislation. It was the intention of the Consitution that he should have a definite fund or revenue on which he could rely, beyond the control or neglect of the Legislature, and subject only to the remote contingency arising from a possible stagmation of business.

If we allow the matter to remain as it is, the public will have as much cause to complain; but if we

creditor will have as much cause to complain; but if we re-impose tolls upon the railroads that are diverting and impairing the revenues of the canals and suitably increase the tolls upon the latter, he will either receive

which any married woman row owns as her sole and segarate property—that which comes to her by descent or gift, that which she may acquire by her trade, business, or lahor, carried

which any married woman row owns as her sole and separate property—that which couces to her by descent or with, that which she may sequire by her trade, bush see, or labor, carried on by hernelf alone, that which a woman may own as the time of her marriage, and the process's thirstood, shall remain her sole and separate property, notwithstanding such marriage, and shall not be flable for nor nushand's debts.

Section 2 eneste that a husband and wife may, by their joint deed, convey the real estate of the wife, which is not her soparate property, in like manner as as he might do by her separate deed, if she were unmarried; but the wife shall not be bound by any unversant contained in such joint deed.

Section 2 A numeried woman may bargate, sell, assign, convey, and leave ber separate real and personal property, enter into any contracts in rederence to the same, carry on any trade or husiness, and perform any labor or vervices on her sole and a-parate account, and seem has made by a married woman in respect to her separate property, business, trade, services labor, and earnings, in the same manner as if she were unmarried.

Sec. 4. The contracts made by a married woman in respect to her separate property, trade, business, labor, or services, shall not be binding on her husband, nor render him or his property liable therefor; but she and her separate property shall be liable for such contracts in the same manner as if she were unmarried.

Sec. 5. Fayment may be made to a murried woman for wage vained by her labor, and her receipt for the income of property held in trust for her, or for the principal when the same is payable to her, before or after marriage, shall be a valid receipt and discharge, although her busband does not join therein.

THE SALE OF FIRIT IN NEW-YORK.

Mr. Cooper has introduced at bill to regulate the sale of fruit in the City of New-York, which is of importance both to fruit buyers and sellers.

Section 1 provides that no strawberries, raspherries, or blackberries, shall be hereafter sold in

quainted with the practical details of the fruit trade to decide; but it seems quite clear that something should be done to protect fruit bayers against the too common practice of swindling by short measure.

Mr. Manierre introduced a bill to-day to amend the act to create a fund in aid of the Society for the Refor mation of Juvenile Delinquents, which prohibits any exhibition, show, or play in any building, garden, or concert-room in the City of New-York without license, on pain of fine of \$500, to be sued for and recovered in the name of the people by the Society for the Reformation of Juveniles, and for the benefit of that Society. Any person letting a building for any such unlawful exhibition is also liable to a fine of \$500.

The Mayor is authorized to grant licenses permitting any proper exhibition or performances every day (except Sundays), for one year, at \$500; all which shall be paid to the Treasurer of the Society aforesaid. Licenses may be granted for a shorter term than one year, but in no case for a sum less than \$250 for a theater, or \$150 for any other show, performance, or opera.

BOARD OF ALDERMEN.

The Board of Aldermen met last evening, for the purpose of receiving the report of the City Inspector, in relation to the contract for street-cleaning, recently entered into.
The following is Inspector Delavan's communication

entered into.

The following is Inspector Delayan's communication:
City Inspector's Department, New York, Feb. 29, 1969.
To the Hen, the Board of Aldermen.
Genstlemen: I have received a resolution from your honorable body, on the 25th inst., what arrangements have be enuade of entered into in relation to cleaning the streets of the city, and what authority exists by ordinance or clearter therefor.
And in reply, beg leave to submit a statement of the facts and circumstances directly connected with your inquiry. The trapertance of the subject, and the respect due to your resolution, must be my apology for this rather lengthy statement.
Upon the assumption by the undersigned of the office of City Inspector, in the month of Junes last, and in convequence of the difficulties of my predecessor in regard to his title to that office, great embarrasments ensued, particularly in regard to cleaning the streets, which caused much dissatisfaction to the public, and it was my determination, to the best of my ability, to satisfy the wants of our citizens for clean streets. Those who had previously the management of this inksome and unthankful work, are tware of the difficulties I encountered. Still, during the Summer and Fall, and until the last of December, I persevered, and the kind and partial expressions of approval, both from the public and the press, grathed me in the thought that I was measurably successful.

The appropriation for street cleaning for the year 1859 having been made of necessity the work of street cleaning had in a measure to be suspended, and on Epropristion for the year 1859 having been made of necessity the work of street cleaning had in a measure to be suspended, and on Department of the clowing it as copy:

City of New York, Departments of Finance, }

copy:

CITY OF NEW YORK, DEPARTMENT OF FINANCE, CONTROLLEA'S OFFICE, Jun. 3, 1859.

DANIEL E. DELAYAN, EGG. City Imperior:
SIE: The appropriation hereofore made for cleaning streets in

pristion shall have been previously made covering such expense."

Also, in view of the restriction contained in the 3lst section of
the Charter, this Department will be unable to pay moneys for
purposes within the cognizance of any of the Departments until
appropriations for such purposes shall have been made "by
proper ordinances of the Common Council."

In cases where the appropriations made lost year have not
been exhausted, payments will continue to be made as resual.

Respectfully, yours, ROBERTT, RAWS, Controller.

The effect of this communication was to put a stop to all work

been exhausted, payments will continue to be made as senal.

Respectfully, yours, ROBERT T. HAWS, Controller.

The effect of this communication was to put a stop to all work on the storets, and it was only upon the appeal of the undersigned to the Controller, that the sches and garbage carts were permitted to proceed with their work. I entertained the hope that, upon the passage of the Tax Levy, or appropriations by the Honorable the Common Council for street ceasing, I would be enabled to resume the work, but, immediately upon the passage by this tody of such appropriations, the following communication was received from the Controller:

CITT OF NEW-YORE, DECATESTATE OF FIXANCE, 1

CITT OF NEW-YORE, DECATESTATE OF FIXANCE, 1

DANIEL E. DELAYAN, ESO, City Inspector.

Sir: I have to request that no expectditure of money in your Department for cleaning streets (carept the removal of ashes and garbage) be incurred until in their advised by this Department.

Respectfully yours, ROBT. T. HAWS, Controller.

This communication, as your Houserable Body will perceive, bound me hand and foot. I was powerless to act. Even the crosswalks and guiters, which, by ordinance, I am directed to keep clean, remained untorched.

Thus many of our streets were almost impassable, others foll

keep clean, remained untouched.

Thus many of our streets were almost impassible, others 'ull of snow, ice, and bring slush, cross-walks ankle-deep in mind and filth, gutters frozen even over the side-walks, permitting no drainings to the sewer or other outlet, the public suffering from these evils, as the increased weekly table of mortality abundantly proves.

While this state of affairs was going on, the Mayor and Controller salled upon me for the purpose of advicing and consulting with them upon the subject of street-cleaning. I stated to then the embarrassment I had labored under, and my regret that twas not permitted to go on and put the streets in a cleanly condition; thus having placed myself on record to give the clinical of New-Nois clean stores, I was perfectly withing to colperate with them in any measure or plan to carry out this desirable object, presuming they, as well as myself, were anxious to have our streets placed in a cleanly condition. His Honor the Mayor thereupon submitted to me two propositions or proposals, addressed to him, which he had received—one from Massra. Holiarots, Higgins & Co., and one from R. A. Smith-for cleaning the streets, and leaving the sale proposals with me, with a request to send for the parties and consult with them on the mater, and as his illnow was about to leave the city be would call upon his return, and see the underligued in relation to the subject. While this state of affairs was going on, the Mayor and Coo

direct.
The Controller at said meeting stated to the undersigned that

proposals of the above parties, and to the work was performed by them, would pay the party who performed. The proposal of Mesers, Holbrook, Higgins & Co., as amended by them, was at the rate of \$30,000 per annum, they proposing to remove all the ashes and garbage, and to sweep certain directs from two to four times per week. The proposal from R. A. Smith was at the rate of \$30,000 per annum, to remove all the ashes and garbage, and to sweep certain directs from two to four times per week. The proposal from R. A. Smith was at the rate of \$300 (100 per annum, to remove all the ashes and garbage, and to sweep the streets from two to ix times per week, and oftened it the City Impactor should desire, and that the work should be done faithfully to the satisfaction of the Mayor, Controller, and City Imapector, or he would claim no pay for the same.

On the return of his Honor the Mayor to the city, he again, in empany with the Controller, called upon the undersigned, and were informed by him of the results of the interview I had had with the persons making the proposals above alluded too. It was concluded that, insumed as Mr. Smith sproposals were for a less sum, and for the performance of more work and his experience in street-cleaning, that a temporary arrangement should be entered into with him by the undersigned, in accordance with his proposition. Accordingly, a verbal temporary arrangement was made with Mr. Smith but a more verbal temporary arrangement was made with Mr. Smith but a more verbal temporary arrangement as already stated, from week to week, until some plan could be adopted by the Common Council, or until the undersigned, should be authorized to proceed with the work, either by contract or only labor, in such a manner that the men empleyed could be paid.

This, it will be recently your honorable body that no contract has been placed in the lamber of the undersigned, as has also the removal of unisances and charge of cleaning the sirvets in a beau placed in the lamber of the undersigned, as has also th

this regard. He had no right to say that he would not pay for the cleaning of the streets under the Chy Inspector as the latter may direct, and to take upon himself to say that a contract like that with Mr. Smith should be entered into. He saw no reason why Mr. Haws should act thus, unless it was with the object of serving his own friends.

Haws should act thus, unless it was with the object of serving his own friends.

Mr. Cornell said it was folly for Mr. Delavan to endeavor to shift the responsibility of this proceeding on to the Mayor and Controller. The City Inspector had been authorized to clean the strests, and he should have gone on and cleaned them.

Mr. Tuoney said Mr. Smith, a year ago, was willing to clean the streets for \$200,000\$. Now he had the contract at \$300,000. What was to be done with the \$10,000 which was the difference between these two sams? There was not the shadow of law for the contract made with Mr. Smith. This thing would be coaxed along from week to week, and meantime Mr. Smith would receive \$6,000 a week. Any citizen might enjoin him from putting a broom onto the streets, and he hoped an injunction would be issued forthwith. Meantime, the Common Council should act promptly.

Mr. Farley did not blame Mr. Smith for making all the money he could. Every contractor did. He blamed the City Inspector for making the contract.

Mr. Boole said the Board had already passed a resolution directing the City Inspector to clean the streets by the day of the prompt of the Common Council should enter the streets.

har. Books and the board materially assess a case of the streets by day's work, until the Common Council should enter into a contract for cleaning the streets. He moved that the communication be referred to the Committee on Cleaning the Streets.

Mr. Farler offered a resolution directing the City

Inspector to enter into no contract for street cleaning, except it be done by day's work.

Mr. Bool z said the resolution passed the day before

Mr. Boole said the resolution passed the day before it covered the whole ground.

Mr. Brany said that when the City Inspector received a bid of \$260.000 for the contract, and gave it to a contractor whose bid was \$310,000, there must be a large "nigger in the fence." He moved the reference of the whole matter to the Committee on Streets.

It was so referred.

Mr. Boole offered a preamble and resolution, declaring that The Daily News has not a sufficient circulation among tax-payers to entitle it to be a Corporation newspaper, and directing that the publication of the Common Council proceedings and of all Corporation advertisements in that paper be discontinued; that a copy of the resolution be served on all the Heads of Departments of the City Government; and that The N. Y. Times be designated as a Corporation newspaper at the usual rates. It was laid over under the rule.

Mr. Boole asked that the Committee to which was

Mr. BOOLE asked that the Committee to which was referred the nomination of James S. Libby for President of the Croton Aqueduct Department be dis-

charged.

Mr. Gener moved that the Board do not advise and consent to the appointment of Mr. Libby. This was carried—Yeas, It; Nays, 7.

Mr. Darragh offered a resolution, directing the City Inspector to advertise for proposals for cleaning the streets for five years, in compliance with the provisions of the charter.

Mr. Booth moved that the resolution be referred to the Committee on Cleaning the Streets. The City Inspector was empowered to proceed forthwith with the street cleaning, without the passage of this resolution. It was so referred. lution. It was so referred.

Considerable routine business was transacted, and the Board adjourned to Thursday, 5 p. m.

A REPLY TO THE HON. H. F. CLARK.

To the Editor of The N. Y. Tribune. Sin: Much as I dislike a newspaper controversy,

yet I feel compelled, in justice to myself, to reply to so palpable an insinuation as that contained in the letter of the Hon. Horace F. Clark, published in your issue of the 21st inst, of attempting to extort money from him during his late canvass, which, notwithstanding the Hon. gentleman's disclaimer of an intention so to do, I am of opinion still appears; and with the view

the Hon. gentleman's disclaimer of an intention so to do, I am of opinion still appears; and with the view that no miapprehensions should exist relative thereto, I propose to give the facts as connected with the transaction therein referred to. My first acquaintance with the Hon. gentleman was on the occasion of his calling upon me at my residence, which resulted in my returning the courtesy by visiting him, at his request, the following day, in company with Mr. Fagan, at the Everett House. And hoping that it may refresh the Hon. gentleman's memory, was the occasion alluded to as that upon which the pledges referred to were made, I regret that I have no circumstance to my memory on which I can fix the exact time; but I am confident, and do assert, that it was prior to the nomination of Mr. Fairman by the Republican Convention. Subsequent to this interview, some six or eight days, I was waited upon by Mr. Clark, at No. 32 Chambers street, at which time the Hon. gentleman expressed a desire to contribute \$100 to the Republican Association of the Nineteenth Ward, and wished me to accept the amount; the which I declined to do, unless a check was given drawn to the order of one of the Finance Committee of the Association, which was done, and I receipted therefor in the manner alluded to in Mr. Clark's letter; Mr. Fagan being one of the Finance Committee to whom I paid the same. The closing portion of Mr. Clark's letter refers to a disreputable claim presented to him, as he himself informed me, by Mr. Charles H. Cooper, which was the first intimution I had of the matter; and I immediately gave it as my opinion that such exactions should not be submitted to, and advised that payment be refused. In conclusion, I have only to say that while Mr. Clark, in attempting to refute the direct charges before made, relying upon what he says was invariably his nawer to all such questions, reinte the direct charges before made, relying upon what he says was invariably his answer to all such questions, yet in the instance referred to it was departed frou, and the statement on the subject formerly signed by me is herein again reiterated.

I have the honor to be, Yours, very respectfully.

New-York, Feb. 24, 1869.

WM. A. DOOLEY.

Markets—Carrelly Reported for The N. Y. Trischell Tursday, Feb. 24, 1866.
ASHEE—The market is without change, the demand steady. Sales 100 bbls at \$5.25 for Pots, and \$5.25 for Pearls. COTTON—The market is heavy with sales of 1,500 bales. We

COLIDARY OF STREET OF STRE

of Ceylon at let.

CANDLES—Adamentine are in limited request at 15 270c. as quality, the latter for job lots from store; sales of 1,500 bas.

napps. FLOUR AND MEAL.—The demand for Western and State

CANDLES—Adamantine are in limited request at 1.500 as. Ruappes.
FLOUR AND MEAL—The demand for Western and State Flour is more active, and the market is very firm, the arrivals are limited, and there is more inquiry for the low grades for the East: the medium and better grades are held with increased firmness and are salabite the sales are 5 900 bits, at \$5 100 \$5.25 for superfine State; \$5.30 \$4.55 50 for surar do, do,; \$5.35 \$6.52 for superfine State; \$5.30 \$4.55 50 for surar do, do,; \$5.35 \$6.52 for superfine State; \$5.30 \$4.55 50 for surar do, do,; \$5.35 \$6.55 for slipping brands of round-hoop extra Ohio; \$6.05 \$6.05 \$6.05 for slipping brands of round-hoop extra Ohio; \$6.05 \$6.05 \$6.05 for slipping brands of cound-hoop extra Ohio; \$6.05 \$6.05 \$6.05 for slipping brands of and \$5.75 \$6.75 \$6.05 \$6.05 \$6.05 \$6.05 \$6.05 \$10 for extra brands. Southern Flour is in good demand; and with limited receipts and reduced stock holders evince greater firmness; the sales are 2,730 bits, at \$5.50 \$6.55 for superfine Baltimore, &c., and \$5.80 \$6.75 for the balter grades. By Flour is in fair demand, and is steady; the sales are 250 bibs. at \$3.60 \$4.40. Corn Meel is in fair demand and is not so plenty; sales of Jensey at \$3.60 \$6.30 \$7.00 and \$7.00 \$6.05

and impairing the revenues of the canals and suitably increase the tolls upon the latter, he will either receive back the revenues pledged to hun, or their loss will be back the revenues pledged to hun, or their loss will be the mode of the mode

kinds sell slowly at steady rates. Comphene commands \$7220., and Phoid \$73400., oash.

PROVISIONS—The Pork market is doll, and rather lower, with less inquiry for the fatore; the sales are \$70 bbits, at \$15 29; for new Mess; \$17 500 \$470 60 for new Thin Mess; \$17 500 \$470 60 for the Thin Mess; \$17 500 \$470 60 for the Thin Mess; \$17 50 for old Prime and \$14 516 51 47; for new do.; \$12 1000 \$42 50 for old Prime and \$14 516 50 for fleepacked Mess, and \$11 5000 \$412 50 for Extra. Prime Mess is the bold of the sales of \$100 bits. \$170 \$49. India Mess is in fair demand; asles of 100 tes. Ohio at \$222 \$423. Reef Hams are firm; sales of 200 bbits. Western at \$16. Bacon is very fam, and is good request; ales of 450 boxes Western long-libbed middles at 10 \$100, \$100 bbits. \$110, and \$100 bb belies at \$100 bbits. and on the supply is increasing; sales of 250 bbits. and can be supply is increasing; sales of 250 bbits. and can at \$100 bbits. \$100 bbits.

ine. at 50225. Reflice are quiet.

SALT—We note further sules of 1,950 sacks Ashton's Livergoolfine. \$\frac{1}{2}\$ in vincible, on private terms.

STARCH—Potato Starch is selling at \$\tilde{c}\$. \$\frac{1}{2}\$ ib.

SEEDS—The inquiry is limited for Cloverseed, but prices are
unchanged; sales of \$\tilde{c}\$ bugs at \$\tilde{c}\$ imothy Seed is searce
and wanted at \$\frac{1}{2}\$ 250 \$\frac{1}{2}\$ 30 for resped. Calcutta Linecedis in
moderate request at slightly lower rates; sales of 1,700 bags, to
arrive in Scoton per Grenada, at \$\frac{1}{2}\$ ib blach, cash.

TOBACCO—Clegar Leaf lan foir demand, but little doing in
Kentucky; the better grades are recarse and firm; sales of 215
blis Havana at 250 \$\frac{1}{2}\$ in foir demand, but little doing in
Kentucky; the better grades are recarse and firm; sales of 215
blis Havana at 250 \$\frac{1}{2}\$ case Socials of at 50 \$\frac{1}{2}\$ ib.

TIN—Straits is in improved demand at slightly lower rates;
asies, including 1,100 to arrive, all at 250, \$\frac{1}{2}\$ mos. Bauca is in
light stock, and is quiet, but firm at 302 \$\frac{1}{2}\$ case.

TALLOW—The market is less active, and closes heavily; sales
of 130 bbls, at 240.

WHISKX—The market is less active, and closes heavily; sales
of 130 bbls, at 240.

in bhis. at 24c. HALEBONE is rather quiet, but firm, at previous rates,

Markets—Reported by Telegraph.

Mories, Feb. 27.—Cottyn—The Europa's advices caused greater firmess, and the Fair and Middling qualities slightly Improved, but at the close the market was depressed and prices nominal; alse to-day, 5.500 baies; Middling flog.

PHILADRIPHIA, Feb. 22.—FLOUR advanced \$c., and was refused at \$5.50. Warra cative at \$1.550 \$\text{e}\$ 157 for Red, and \$1.40 for White. Corn quiet, Yellow at 75275\$\text{e}\$c. Paovisions are religiously firm. Whitesy steady at 231,0756.

BALTIMORS, Feb. 22.—FLOUR firm, but inactive; Howard steet and Obio \$5.90; City Mills is held at \$5.250 \$\text{e}\$5.37.

When active: Red \$1.3078 \$1.35; White \$1.450\$\text{e}\$1.500 \$\text{e}\$1.500 \$\text

CINCINNATI, Feb. 22.—Flours dull at \$5.25. WHISKY lower-ales at 20c. Mess fork firm at \$17.25@\$17.50. Bulk Maars at Bacon dull. Land quiet. Sight Exchange on New York me hanced.

BOSTON WEEKLY BANK STATEMENT.

TO DEPART. TO ARRIVE.

Passengers Arrived

Passengers Arrived

In steamship Northern Light, from Aspinwall—John Lapsley, Ira Babcock, Mrs. S. J. May, Mrs. H. B. May and two children, J. Sanikner, Mr. and Mrs. N. E. Eldridge, Mrs. Hopkins and two children, J. Sickles, G. V. Munday, S. W. Jewett, Mrs. Wright, Wrn. H. Osgood, S. Barker, Ir., H. Henry, C. Dickenson, J. S. Mitchell, A. Ross, E. Smith, Capt. A. S. Hail and wife, Wm. H. Morrell and wife, A. Hovey, Mr. and Mrs. W. D. Ashley, C. G. Stockwell, Mr. and Mrs. Ruspp, F. de Ceur, wife and 3 children; Alex. Thompson, J. Raphel, wife and 2 children, E. M. Wharlow, C. C. Harrett, Mrs. Young, G. Crowell and wife, S. Hallock, N. G. Berriman, Major Woodcock, Geo. Osborne, W. S. Goddard, G. W. Dur bar, E. Harleson, M. Latz, wife, sad child, M. E. Hubbell, H. S. Blanchard and wife, H. Drees, E. D. Emmson, J. J. Wate, L. Keys, W. W. Banker and son, J. Luper, B. McLane, John J. Dickey, J. E. Welsh, N. Gross, Wm. Nechsus, J. McMichaels, N. Lebo, M. Pettibone, T. Champion, Mrs. C. T. Wilson and 2 children, A. Wilson, D. D. Hughes, A. Barlaur, J. Adams, A. Jewett, K. Really, W. Heath, J. Morrish, E. M. Lachar, Mrs. Camp and son, H. Kroft, F. Webster, B. T. Osborn, J. Freloar, C. de Entsing, wife and two children, M. Bernard, J. Morrish, E. M. Lachar, Mrs. Camp and son, H. Kroft, F. Webster, B. T. Osborn, J. Freloar, C. de Entsing, wife and two children, Milliam Caldwell, F. A. Stout, C. A. Power, J. K. Lung, J. Rosentine, D. G. Hunt, W. J. Brown, O. Johnson, J. McNair, B. B. Walden, T. D. Plarce, M. Wagoner, M. Phelpe, H. Labangh, J. Kineley, J. Wright, S. D. Turner, Win, P. Ring, J. Hunter, W. A. Thise, N. Beaumont, In large Machan, 1708 Managanita.—Wm. H. Lowring, Boston. In large Mathan, 1708 Managanita.—Wm. H. Lowring, Boston.

MARINE JOURNAL.

Cleured.

Steamships—Star of the South, Lyon, Savannah, S. L. Mitchill, Son; Arabia, Stone, Liverpool, F. Cunard; United Kingdom, Savannah, St. L. Mitchill, Son; Arabia, Stone, Liverpool, F. Cunard; United Kingdom, Sackelreid, Glaspow, F. Meddom, Co., Chiesapeake, Crowel, ortland, H. B. Cromwell & Co., Shipe—Eleanora (Br.), Cann, Autwerp, Wm. F. Schmidt; Sackelr, Savin, Portland, Thompson & Hunter; Ashborton, Braish, Antwerp, C. Grinell; Margaret Elna, Jellison, Sydney, C. W. Cameron; Gutenburg (Hum.), Bohtel, Hamburg, L. E.

R. W. Cameron; Gutenburg (Ham.), Bonter, Ramourg, L. Z. Amsinck & Co.
Brigs-Maria & Johanna (Dutch), Zwanenburg, Amsterdam, Funch & Meincke; Acadian, Wilson, New-Orleans; African, Belton, Port-au-Prince, Miller & Roughton.
Schooners-Life Boat, Reed, Port Maria, Miller & Houghton; D. B. Bayles, Jayne, Apalachicola, Oakley & Keatleg; J. & F. Chase, Kelly, Elizabethpors, Post & Small.

Arrived.

Arrived.

Steomelip Northern Light, Tinklepaugh, Aspinwall Feb. 21, and Ifavana 31th, specie, in alls and pass, to D. H. Allen.

Steomelip Auguste, in Allen Allen.

Steomelip Auguste, woodhull, Savannah, indee, and pass, to S. L. Mitchill & Son. Feb. 25, passed in Savannah River, bound out, sebr. Plandome, Brown, for New York: 26th, at 19 a. m. 36 miles S. W. from Cape Lockout, passed steamship Georges Creek; at 3 p. m., Hatterne Light bearing W., passed steamship Quaker City, and Key Stone State; at 3:45, exchanged signals with steamship Alabama, all bound S.

Ship Invinciple, Kinsman, Liverpool Jan. 31, mdee to Ab'm Bell's Sons. Feb. 15, tat. 45, 10, 13 15, passed a sorew steamer bound E.; 14th, let. 43:32, lon. 44:34, passed ship Commodore, Bliss. from New Orleans for Liverpool; 26th, lat. 39:21, lon. 69:43, passed ship Carib (of Boston), steering N. N. E.

Ship Aropic (of New-Bedford), Loring, Singapore and Penang 130 days, mose to master.

Ship Austria (Austrian), Vidulich, Smyrna Nov. 23, and Gibralias Jan. 15, raes, wool, &c, to Dutlih & Co.

Hell E. Wright, Jr. (of Boston), Globs, Clenfueges 19 days, sagas and boney to master. Feb. 12, lat. 23, lon. 58:45, spoke brig Augeline Avery, from Clenfueges for Boston; 13th, lat. 23:45, lon. 25:5 spoke bask Rival, from Aspinwall for Darien, with most of her crew sick; 24th, lat. 37:55, lon. 74:49, spoke schr. Otter Rock (of Castline), from Providence for Norfolk, 16 days out.

Otter Rock (of Castine), from Providence for Norfolk, 16 days cut.

Fark J. A. Hezard (of Newport), Williams, Pernambueo Jan.

25, sugar to master. Feb 23, off Cape Henry, spoke a brig from Pernambueo for Hanopton Roads, 40 days out, supposed a Russiam.

Brig Katahdin, Amabury, Pensacola Feb. II, yellow pine to Brett, Son & Co. Feb. 25, off Hog Island, passed a sunken schr, with her stern out of water, halled from New York; had white one ter rail, a girl eagle on her stern; plaked up some of her cabin work, which can be seen on board the Katahdin; her rigging was standing and sails heat.

Brig Natham (of Machias), Spencer, Manzanilla, Cuba, Feb. 18, mahasany, cedar, &c., to Thompson & Hunter. Feb. 21, lat. 31, lon. 39 40, was in company with ship Solfschno (of Bester), boand Nr. 17th, lat. 23 28, lon 84 39, saw solr. Harriet, from Manzanilla Feb. 4, and off Wilmington, N. C., was in company with schr. Mary Brewer from do. Feb. 4, both for New-York.

Brig Graze Worthington, Freethey, Zaza, Cuba, 16 days, sugar, molasses, &c., to Thompson & Hunter. Has experienced heavy weather.

nolarses, &c., to Phompson & Rubber.

Realber.

Brig Umpire (of Boston), Higgins, Clenfuegos Is days, molasses to P. V. King & Co.; vessel to Thompson & Hunter.

Brig Anna D. Torry (of Boston), Griffin, Carginas 9 days, sugar to H. D. Brookman & Co.

Schr. J. L. Bowmen, Wooster, Mayaguez, P. R., Feb. 10, sugar and molasses to J. V. Onatavia & Co. The first part of the passage experienced heavy weather.

Schr. A. J. Dyer, Rogers, Elizabethport, coal for Salem.

Schr. Rival, Baker, Elizabethport, coal for Salem.

Schr. A. J. Pycz, Rogers, Financetaport, coal for Salem.
Schr. Rival, Baker, Elizabethport, coal for Stamford.
Schr. Susan & Mary, Taylor, Newport 2 days, in ballast.
Schr. Moderator, Letts, Virginia 3 days, wood.
Schr. James T. Brady, Hall, Virginia 3 days, wood.
Schr. Moderator, Letts, Virginia 3 days, wood.
Steamer New-Lendon, Smith, New-London, muse. and pass.
to. E. H. Rockwell.
Steamer Westchester, Jones, Providence, muse and pass. to.
Odell.
Steamer Kennebec, Hand, Philadelphia, muse. and pass. to Providence.

Ferkins.

BELOW—Bark Wra. Woodside (of Brunswick, Ma.), Penell, Trieste Nov. III, and Gibraliar Jan. 12; sohr. Mary Brewer, Lowe, from Mensanilla.—[By pilot boat Ellwood Waiter.

SAJLED—Steamship Star of the South, Savannah; ship Canova, New-Oricans.

WIND-During the day, from N. to S., and very light; 10 p.

The steamship Jamestown of the New-York and Virginia. Steamship Company's line, on Tuesday morning steamed round to the Margan Iron Works, foot of Eighth street, East River, for the purpose of baving her machinery thoroughly overhauled.

By Telegraph.

FIGHLANDS, Feb. 23, sunset.—No inward bound vessels in light. Wind S. W., tight; weather lawy.

SANDY HOOK, Feb. 23, sunset.—Hark Wm. Woodside is some up the boy. Two other soutward bound are at anabor at S. W. Spit. Wind S. E., light; weather cloudy, and hary on the SAVANNAH, Feb. 2a.-The steamship Alabama arr. at 10

SAVANNAH, Feb. 2a.—The steamship Alabama arr. at 19
Casek this morning; all wed.

BALTIMORE, Feb. 2a.—Arr. ship Isabella from Montevidee;
slee brig Marietta, from Demerria on the 7th Feb.

BOSTON, Feb. 26.—Arr. steamers Cambridge, Howes, Philadelphia; Wun. Jenkins, Hallett, Baltimore; ships Daylight, Helbrook, Calcutta; Solferino, Pendicton, New Celeans; Largula,
Smith. de., barks B. Fountain, Kellar, de.; Carlo, Hopkins,
Truxillar, Isaarden, Donzha, Mobile; Volunteer, Garham,
Charleston, Irig R. W. Farket, Lee, Cape Haytien; schrs. W.
H. Titcomb, Thayer, Galveston; Martia, Robbins, Matagarda;
Fleetwing, Jaynes Mobile. Flortwing, Jayne Mobile.

BALTIMORE, Feb. 28.—Arr. brig Atlantic, 13 days from
Nasiau; schr. Petred, from San Blas via San Andrew on the 5th
act; on the 5th nat, of Curriinok, spoke Br. schr. Anna, is
arch of Cape Hatteras; also arr., schr. Volant, 21 days from San

Disasters, &c.

Baltimore, Feb. 27.—The bark Wheatland has arr, at her cook, but is not leaking much; and the captain states that becarge may not be much damaged; she has but 600 bags coffee.